

FIRST FLIGHT OF TYPE I SYSTEM

Sunday, 12 August 1962

Vehicle: C-123

Altitude: 8,000 to 12,000 feet

MAJOR SUBSYSTEM STATUS PRIOR TO FLIGHT

WORKING

Lens (aft unit known to be misaligned)

Scanner drive (known to be out of spec.)

Film Transport

Roll and Pitch Stabilization  
(known to be out of spec.  
and effected by bad bearing)

Roll and Pitch pointing

Isolators

Slits (known to be dirty)

Capping shutter (known to have phaseing error)

NONWORKING

Yaw stabilization and pointing

V/h Sensor

IMC Shuttle

Forward Unit Flash of data chamber

QUESTIONABLE POINTS

Once per camera cycle  
electrical spike in all  
circuits

RESULTS

All twelve runs (approximately six minutes each) completed as planned.

Four thousand feet of photographs obtained.

Aft unit flash of data chamber failed.

Small light leaks fogged film during each twelve minute standby between photo runs.

Some small marks (progressively more frequent) on film.

MDR:mb

P-E First Flight  
Type I System

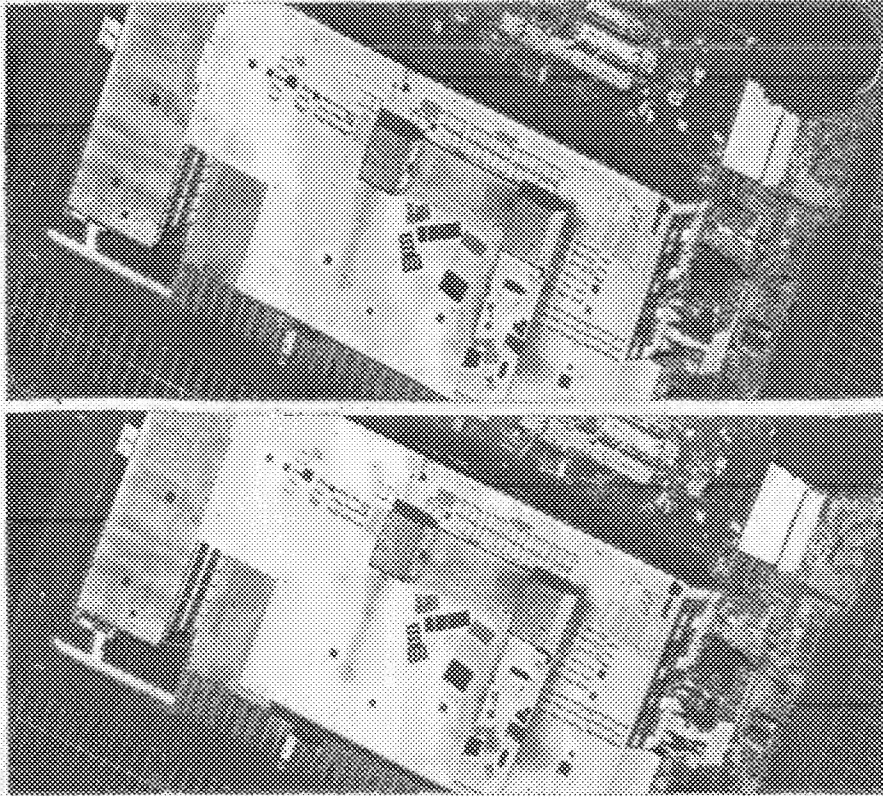






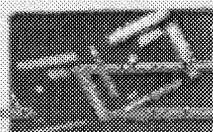
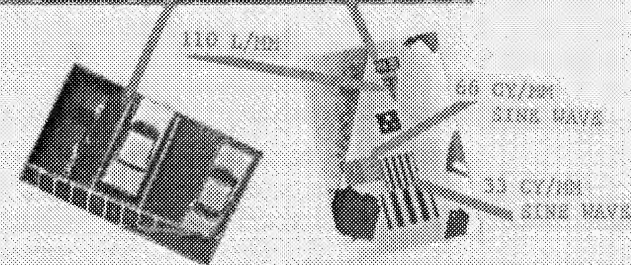
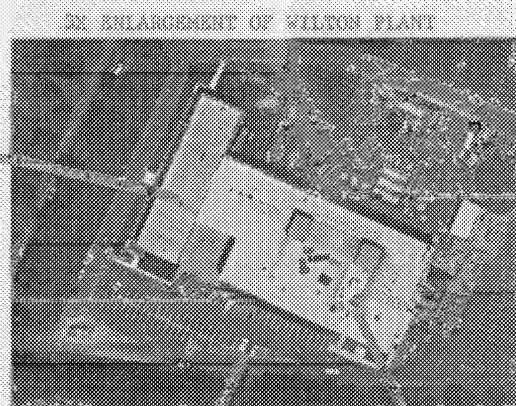








CONTACT PRINT  
SHOWING MAIN AVE PLANT  
(LOWER LEFT) AND WILTON  
PLANT (UPPER RIGHT)



TARGET DISPLAY  
105X ENLARGEMENT

135 L/MM  
LINE WIDTH = 1 INCH

25X ENLARGEMENT  
SECTION OF TARGET DISPLAY  
- 25 X ENLARGEMENT



SECOND FLIGHT OF TYPE 1A SYSTEM (LTF-17)

Friday, 12 October 1962

Vehicle: C-123

Altitude: 8,000 to 11,000 feet

MAJOR SUBSYSTEM STATUS PRIOR TO FLIGHT

All working. Known deficiencies were: aft lens misaligned; scanner drive out of spec; stabilization rates out of spec; azimuth (yaw) pointing slaved to C-123 rather than flight track.

Exposure (slit width) control--thought to be operative--was incorrectly wired, and slits were stationary at about 0.1 in.

RESULTS

Preflight and 11 runs completed as scheduled; one extra run added and successfully completed in flight. All systems performed reliably.

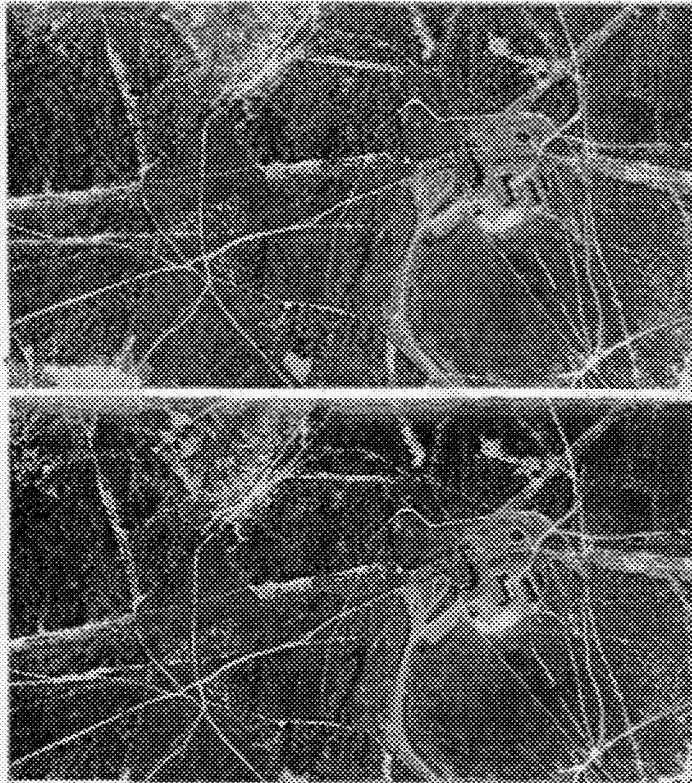
4000 feet of photographs obtained. Overexposed due to wiring error (see above); long exposure showed image motion and banding.

Data chamber images overlap slightly. Caging status light on too long. Phasing of cameras not exactly correct.

Small light leaks fogged film during each 12-15 minute standby between each photo run.

MDR:mb















ATF-4

Friday, November 9, 1962

Vehicle: #3 at Area

Altitude: 25,000 ft above terrain (30K @ M0.9; approx. 36 mr/sec)

#### SUBSYSTEM STATUS

Fixed Shuttle - IMC provided only by film skew angle  
V/h sensor disconnected, system run from fixed reference of 36mr/sec.  
Fixed slit - disconnected slit drive (pending correction of  
relsy pulse suppression) 1/250 sec exposure  
Automatic start up - Operative  
Aft scanner - misphased 40° with respect to 3rd (unchanged from  
previous flight)  
Data chamber - inoperative due to human error  
Stabilization rates out of specification (no change)  
Aft lens misaligned  
Refocussed for 25,000 feet above terrain and 1/3 atm air environment  
Remainder of system operative including Attitude Sensor and  
Heading Reference

#### RESULTS

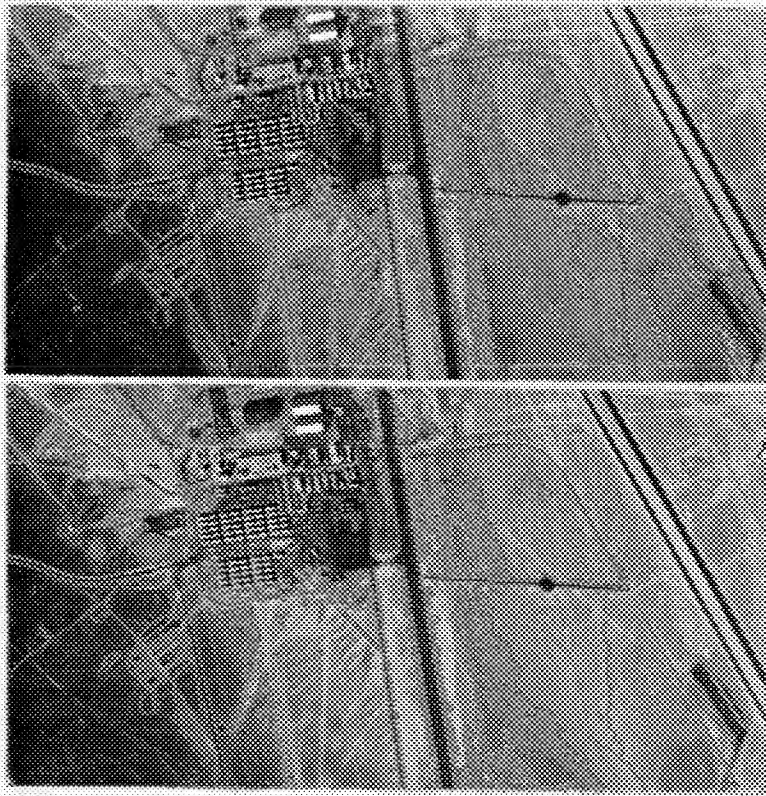
Preflight and four runs completed as scheduled. All systems performed reliably during 33 minutes operation in Vehicle.

2000 feet of photographs obtained. Exposure correct.

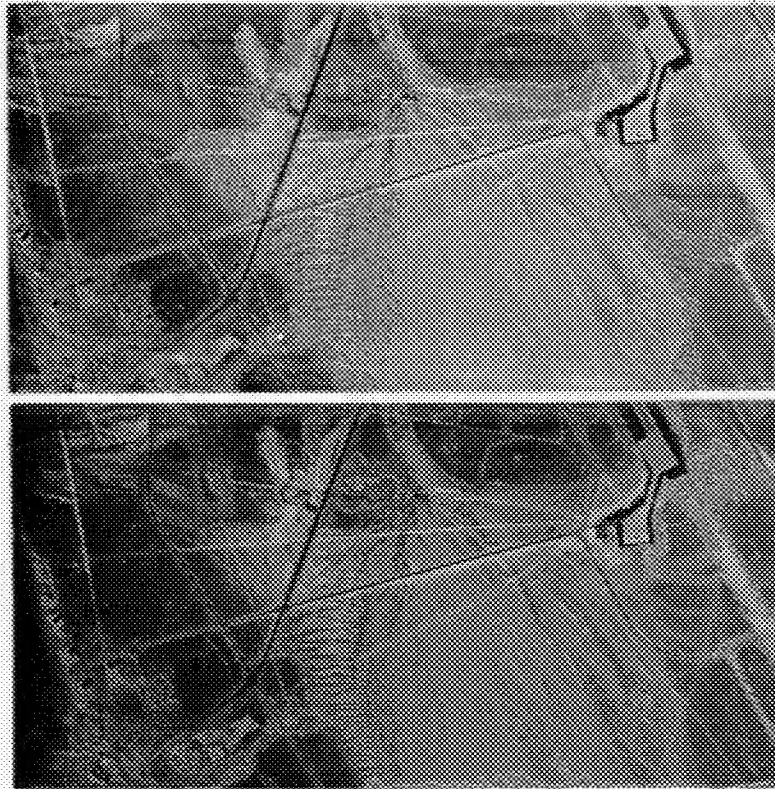
Intermittent static marking probably due to respooling prior to processing.



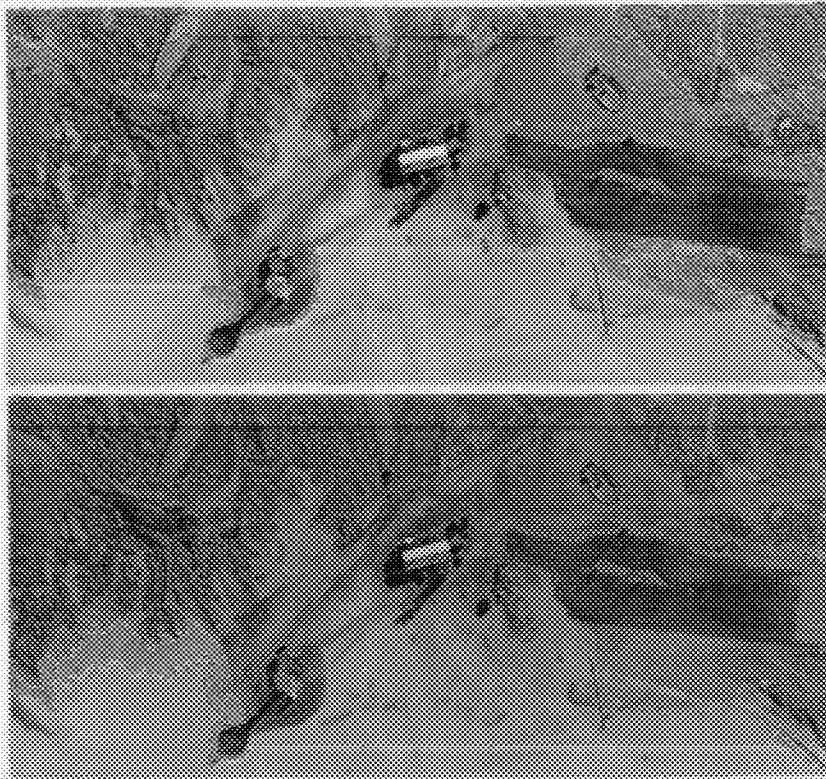


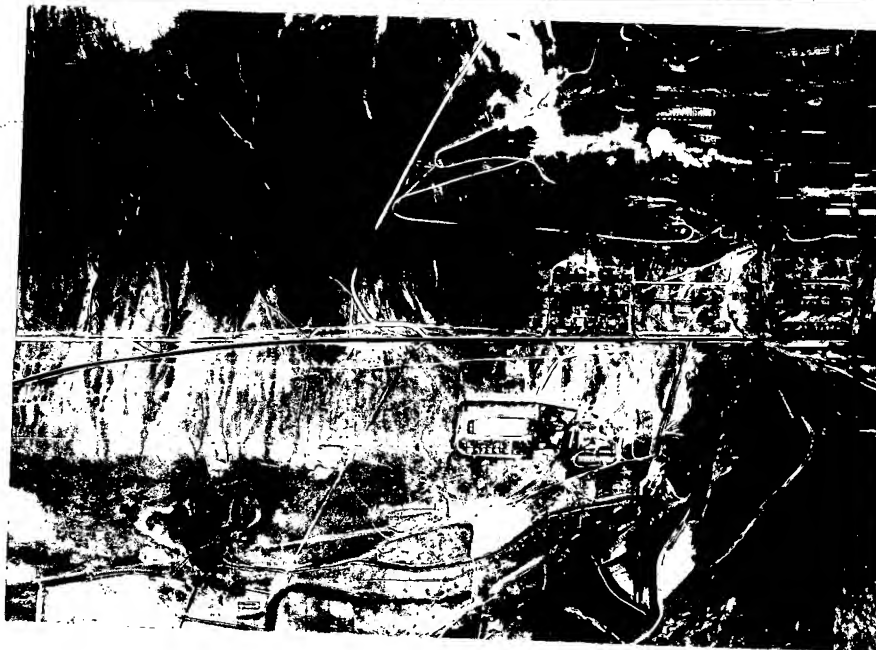
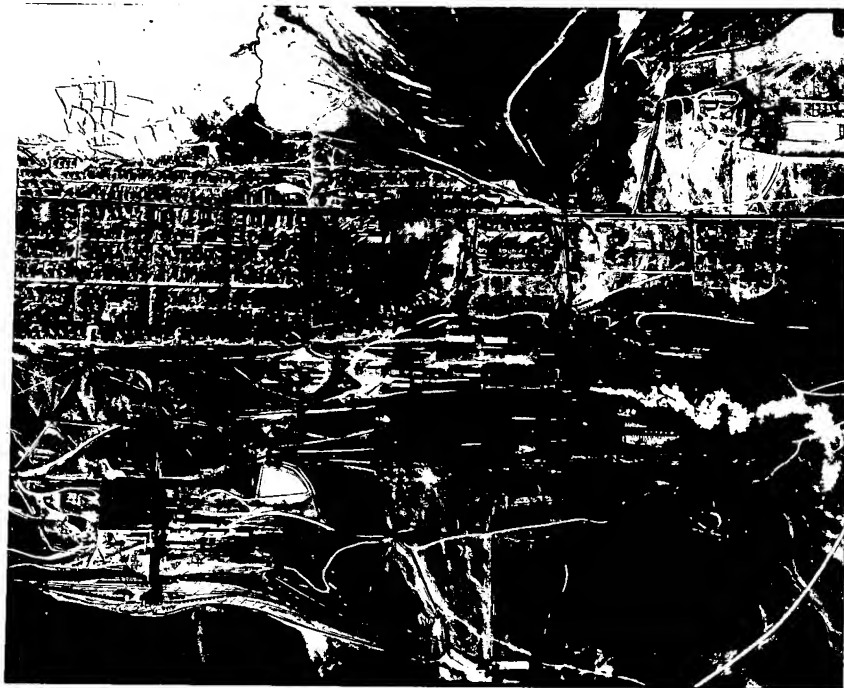














AT F-9

ATF-10

Town of ELY

No information available at this time

January 17, 1963

